

STATE OF CALIFORNIA )  
COUNTY OF SANTA CLARA )  
CITY OF SAN JOSE )

I, Francis L. Greiner, City Clerk and Ex-Officio Clerk of the Council of and for the City of San Jose, in said County of Santa Clara, and State of California, do hereby certify that "Ordinance No. 17539", the original copy of which is attached hereto, was passed for publication of title on the 23rd day of December, 1974, was published in accordance with the provisions of the Charter of the City of San Jose, and was given final reading and adopted on the 7th day of January, 1975, by the following vote:

AYES: Councilmembers - Naylor, Pegram, Self, Wilson  
and Hayes


NOES: Councilmembers - Colla and Garza

ABSENT: Councilmembers - None

DISQUALIFIED: Councilmembers - None

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the City of San Jose, this 8th day of January 1975.

(SEAL)

  
FRANCIS L. GREINER  
CITY CLERK AND EX-OFFICIO  
CLERK OF THE CITY COUNCIL

Form No. 170-1

ORDINANCE NO. 17539

ORDINANCE OF THE CITY OF SAN JOSE AMENDING CHAPTER 2, ARTICLE IX OF THE SAN JOSE MUNICIPAL CODE BY AMENDING SECTION 9206(v) TO DEFINE PEDESTRIAN WAY TO INCLUDE BICYCLE TRAFFIC; AMENDING SECTION 9208 TO STRIKE THE REQUIREMENT OF INCLUDING A STATEMENT ON TENTATIVE MAPS THAT THE SUBDIVIDER WILL CONFORM TO THE CITY STREET TREE PLAN; AMENDING SECTION 9259 TO MODIFY CERTAIN RIGHT-OF-WAY WIDTHS, ROADWAY WIDTHS, LOCATION OF SIDEWALKS AND PLANTING STRIP WIDTHS; AMENDING SECTION 9260 TO MODIFY MINIMUM STREET GRADIENTS; AMENDING SECTION 9261 TO PROVIDE FOR A GREATER PROPERTY LINE CORNER RADIUS AT THE INTERSECTION OF TWO (2) STREETS, AND ALLOWING THE DIRECTOR OF PLANNING TO REQUIRE A GREATER OR LESSER PROPERTY LINE CORNER RADIUS; AMENDING SECTION 9264 TO ALLOW A RIGHT-OF-WAY RADIUS OF NOT LESS THAN THIRTY-EIGHT FEET (38'), UPON APPROVAL OF THE FIRE CHIEF, IN CUL-DE-SAC STREETS FOUR HUNDRED FIFTEEN FEET (415') OR LESS IN LENGTH; AMENDING SECTION 9277 TO ALLOW A MINIMUM FRONTAGE OF TWENTY-SEVEN FEET (27') FOR CERTAIN LOTS FRONTING ON THE TURNING CIRCLE AT THE END OF A CUL-DE-SAC ON THE RETURN OF AN ELBOW CREATED BY THE EMPLOYMENT OF CERTAIN RIGHT-OF-WAY WIDTHS.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SAN JOSE:

SECTION 1. Section 9206(v) of Chapter 2 of Article IX of the San Jose Municipal Code is hereby amended to read as follows:

9206(v). Pedestrian Way. As used in this Chapter, "pedestrian way" shall mean a right of way for the use of the public for pedestrian and bicycle traffic only.

SECTION 2. Section 9208 of Chapter 2 of Article IX of the San Jose Municipal Code is hereby amended to read as follows:

9208. Tentative Map Requirements. Tentative maps which are required to be filed with the Director shall be prepared under the direction of a licensed land surveyor or registered civil engineer, shall be clearly and legibly drawn to scale, shall be of such size and form as may be prescribed by the Director, and shall clearly show and contain all of the following:

(a) The commercial name of the proposed subdivision and the subdivision tract number, if any has been assigned, placed in the lower right-hand corner of the map.

(b) The date and scale of the map, north point, and the approximate dimensions of the boundary of the subdivision.

(c) Sufficient description to permit the property embraced by the map to be located on the ground, including a key map drawn to a scale of five hundred feet (500') to the inch, showing the property in relation to the adjacent land and adjacent public streets and freeways.

(d) The names and addresses of the record owner, the subdivider, and the civil engineer or land surveyor under whose direction the map was prepared, including the registration number and telephone number of the engineer or surveyor.

(e) The names and/or numbers of adjacent subdivisions and the names of the record owners of unsubdivided property adjoining the proposed subdivision.

(f) The proposed use of the property being subdivided.

(g) A statement regarding existing and proposed zoning of the property being subdivided.

(h) The location of potentially dangerous areas within and adjacent to the proposed subdivision, including areas subject to storm water overflow, inundation, flood hazard or geological hazard, the location, width and direction of flow of all water courses and flood control channels, the location of culverts, and all natural or man-made drainage devices, within and adjacent to the proposed subdivision.

(i) The approximate location of all existing buildings on the property proposed to be subdivided which are to be retained in the subdivision.

(j) The approximate location of any existing well or wells on the property proposed to be subdivided.

(k) The approximate location and description of significant natural vegetation and trees, rock outcroppings, general slopes, natural drainage courses and other natural features within the proposed subdivision, together with an indication as to whether such features may be retained in the subdivision.

(l) The approximate radius of each center line or right-of-way line for streets in the proposed subdivision.

(m) The approximate lot layout and the approximate dimensions of each lot and an identifying number of each lot in the proposed subdivision.

(n) The angle of intersecting streets if such angle deviates from a right angle by more than four degrees ( $4^{\circ}$ ).

(o) The width, purpose and approximate location of all existing easements or rights of way (other than for freeways, streets and alleys), whether public or private, within the proposed subdivision.

(p) The location, name (if existing), width and approximate grade of existing and proposed easements or rights of way for freeways, streets and alleys, whether public or private, and pedestrian ways within the proposed subdivision, together with typical cross sections showing the proposed construction of proposed streets within the proposed subdivision, whenever such proposed construction does not accord with the standard cross sections for right-of-way widths, roadway widths, sidewalk widths, planting strip widths and median widths for various streets contained in Section 9259.

(q) If any streets or alleys shown on the tentative map are proposed to be private streets or alleys, they shall be clearly indicated and there shall be submitted supplemental information to the City to show why such private streets or alleys should be approved by the City.

(r) The source of water supply for domestic purposes and fire protection for the proposed subdivision.

(s) The proposed method of sewage disposal and drainage for the proposed subdivision.

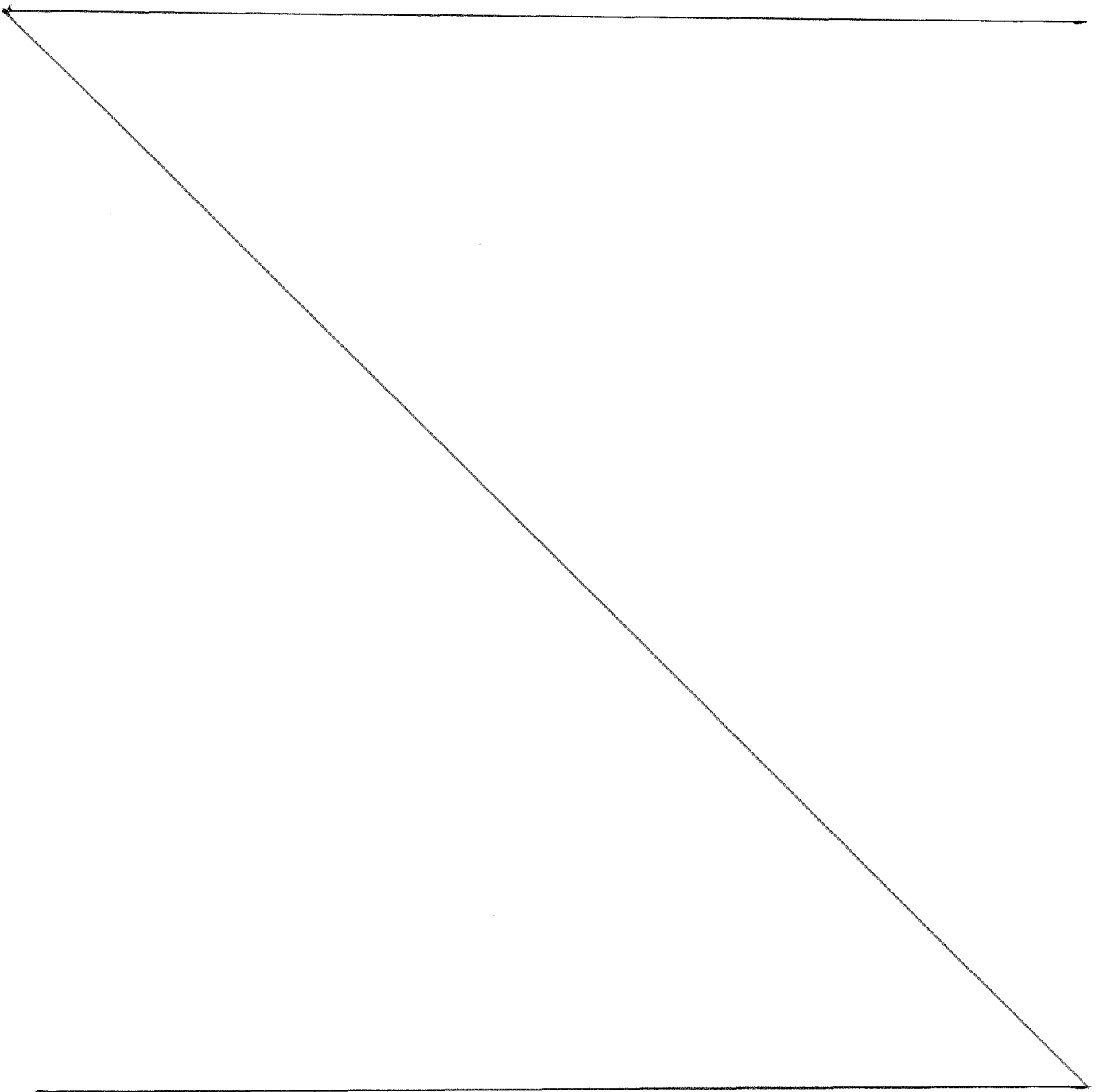
(t) Contour lines showing one foot (1') contours for ground slopes of less than five feet (5') vertical distance, and one hundred feet (100') horizontal distance; and five feet (5') contours for ground slopes in excess of five feet (5') vertical distance, and one hundred feet (100') horizontal distance. Contours of land adjacent to the proposed subdivision shall also be shown whenever the surface features of such land affect the design and/or improvement of the proposed subdivision. The source of contours shown on the map shall also be supplied.

(u) Sufficient space at least 8" x 11" for certificates, approvals, etc., shall be supplied; provided, however, that if it is impracticable to place upon the tentative map any matter required by this Section, such matter or information shall be furnished in a written statement which shall be submitted with such map in the same number of copies as the tentative map.

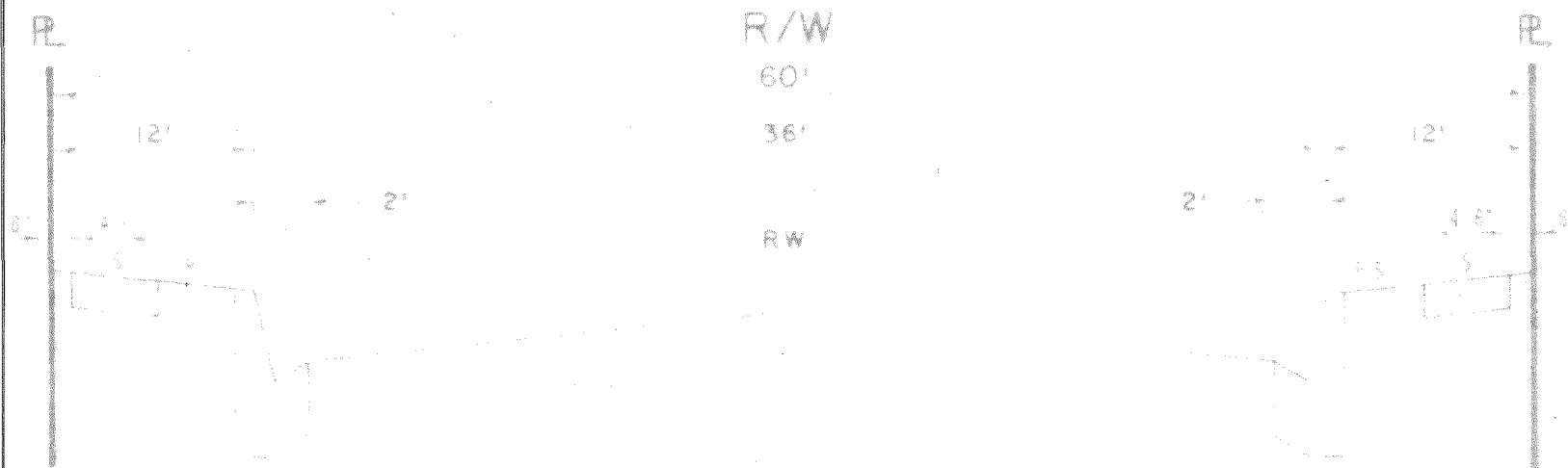
(v) Proposed public areas, such as school sites and park sites, within the proposed subdivision and on lands immediately adjacent thereto.

SECTION 3. Section 9259 of Chapter 2 of Article IX of the San Jose Municipal Code is hereby amended to read as follows:

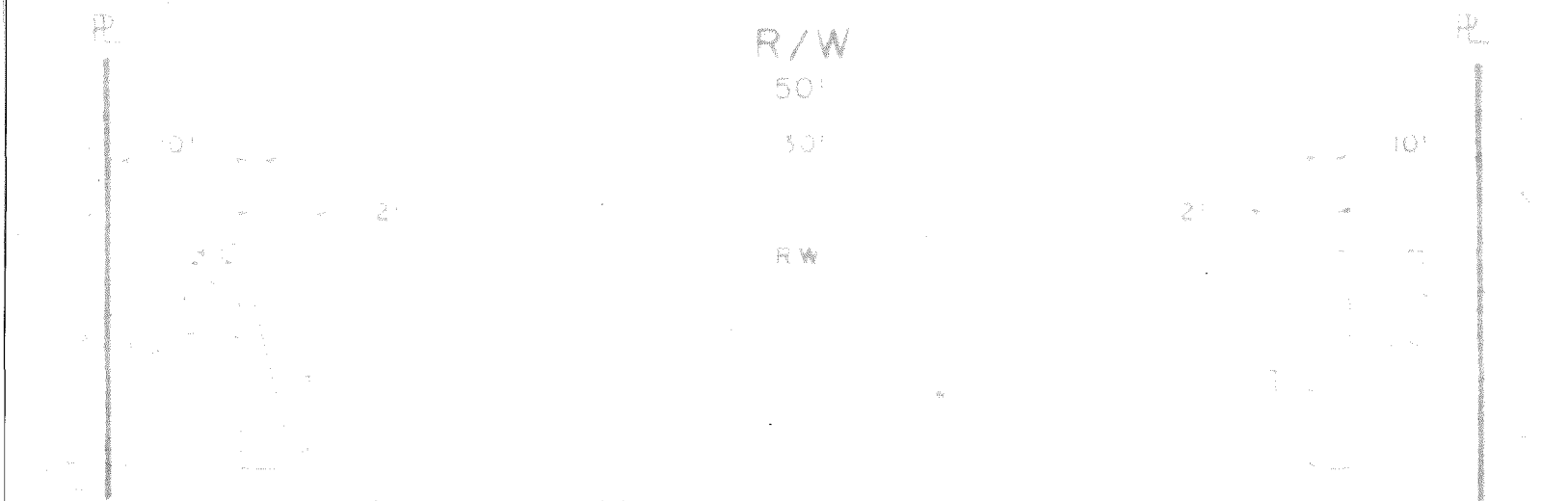
9259. Street Widths. All streets shall, subject to such exceptions as may be contained in this Chapter, be designed to conform to the following right-of-way widths, roadway widths, sidewalk widths, planting strip widths and median widths:



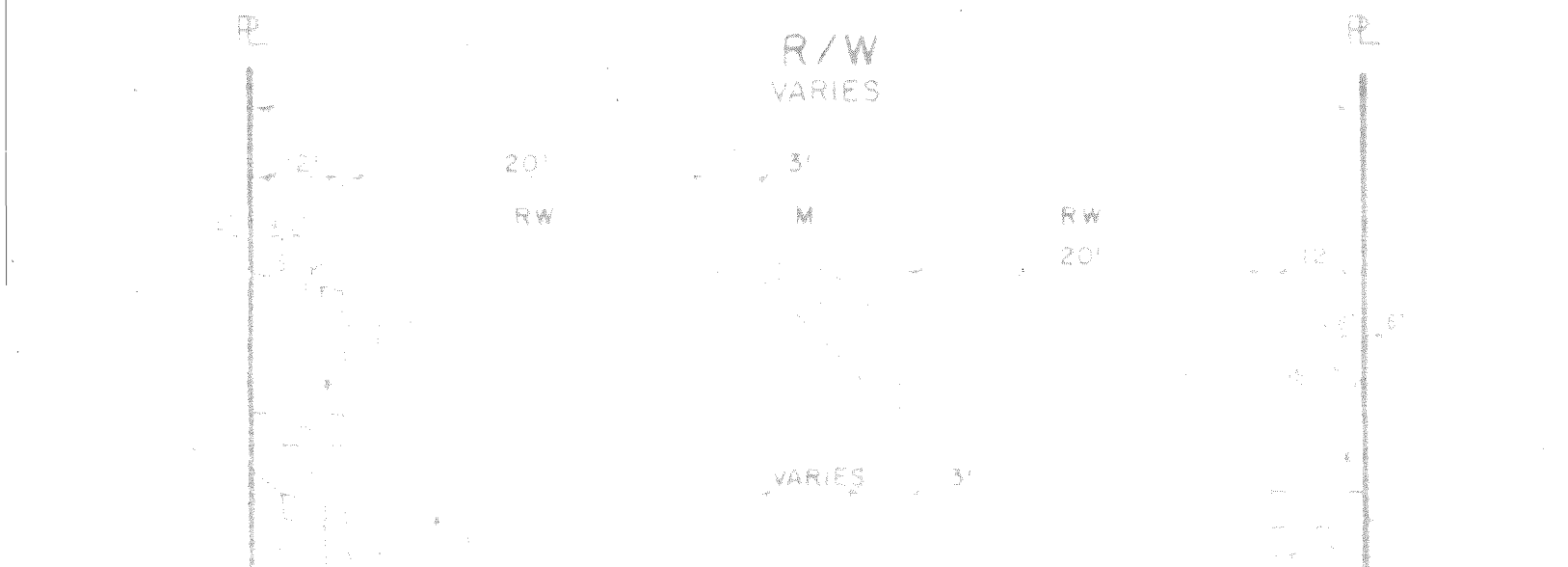
# MINOR STREETS



MINOR STREETS (A) OR CUL-DE-SAC  
MINOR STREETS (B) MAY BE USED INSTEAD  
OF THIS STANDARD FOR MINOR STREETS  
ONLY, SUBJECT TO SECTION 9270

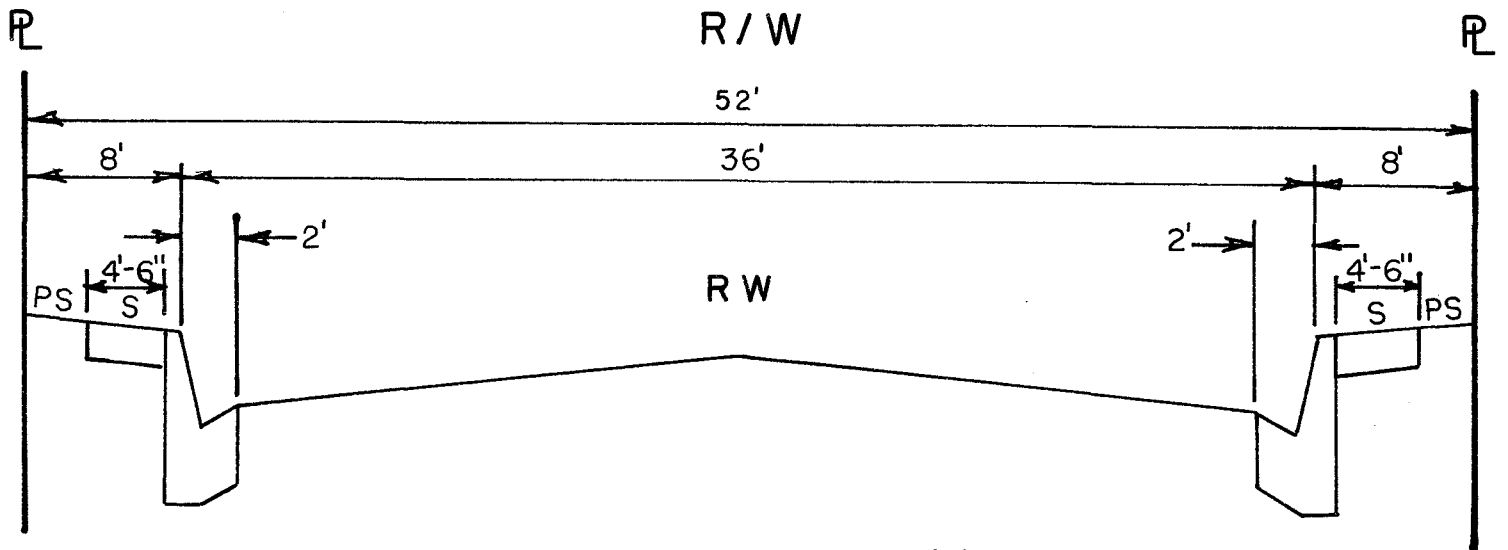


FOR EITHER MINOR STREETS OR CUL-DE-SAC  
HILLSIDE & SPECIAL USES  
GRANTED BY COUNCIL

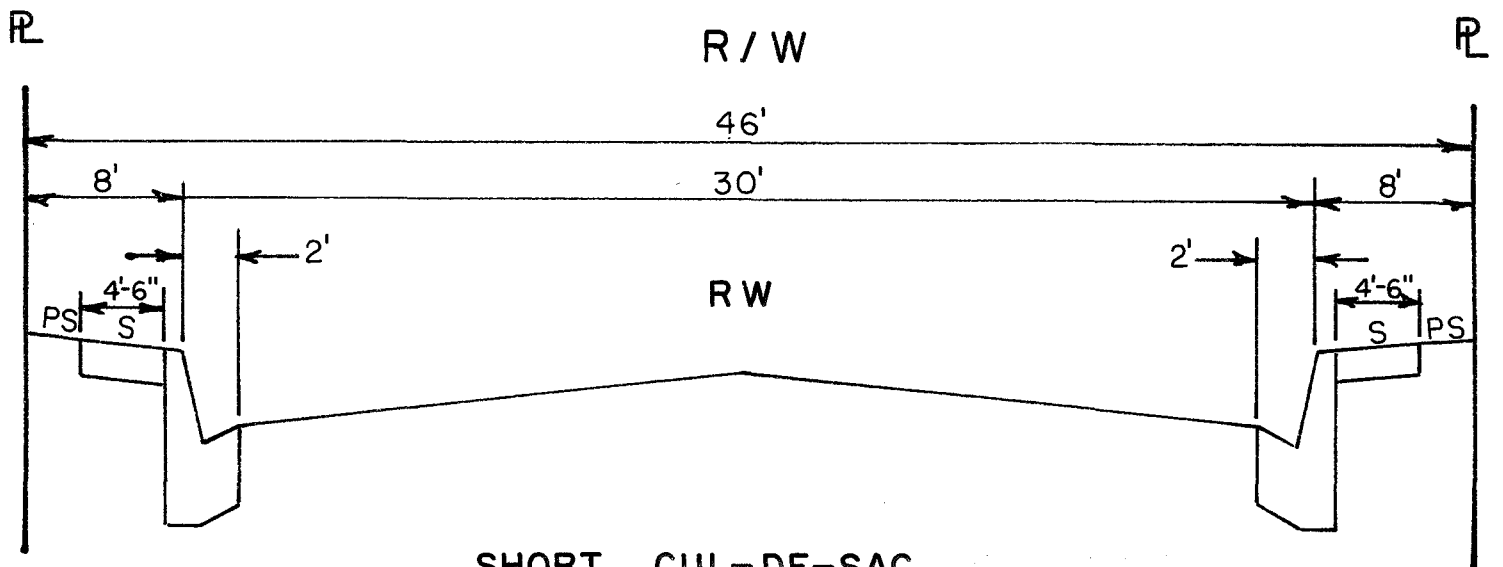


MINOR STREETS (SPLIT LEVEL)

# MINOR STREETS

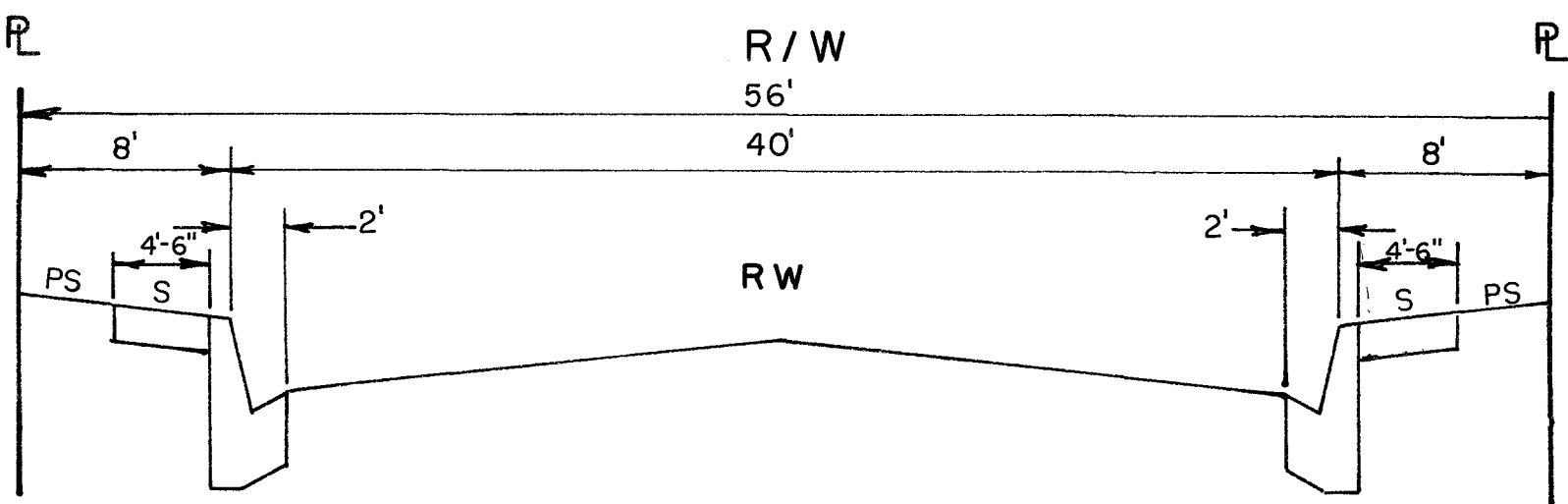


MINOR STREETS (B)  
 MINOR STREETS (A) MAY BE  
 USED INSTEAD OF THIS STANDARD  
 FOR MINOR STREETS ONLY, SUBJECT  
 TO SECTION 9270



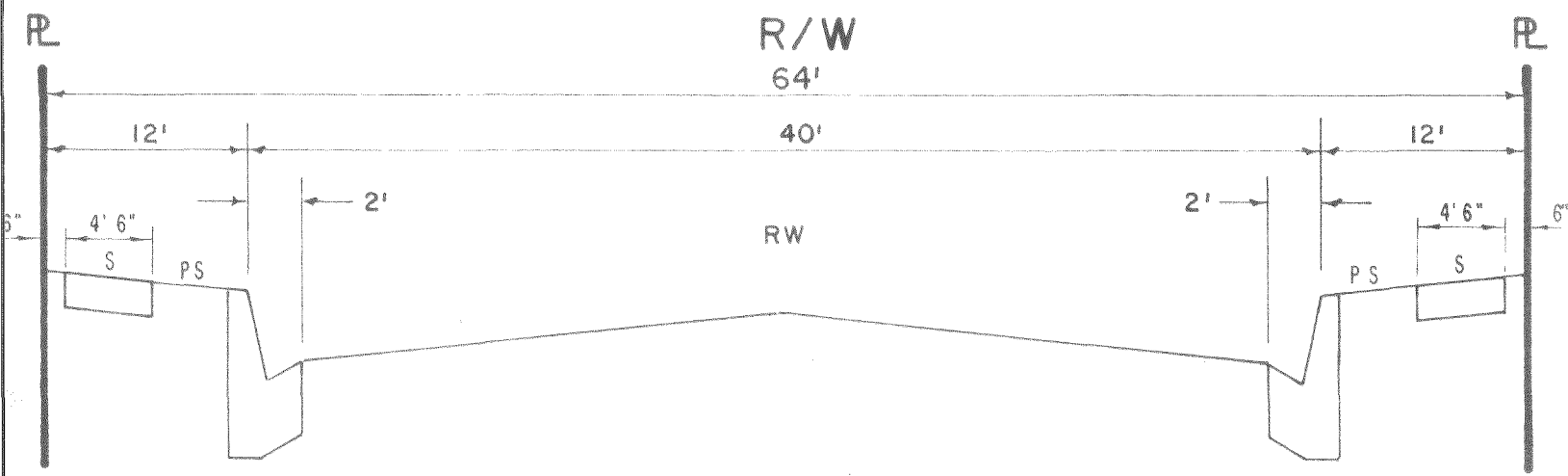
SHORT CUL-DE-SAC  
 LESS THAN 415 FEET LONG  
 WITH 38 FOOT RIGHT OF WAY RADIUS  
 AND APPROVAL BY THE FIRE CHIEF

# COLLECTOR STREETS

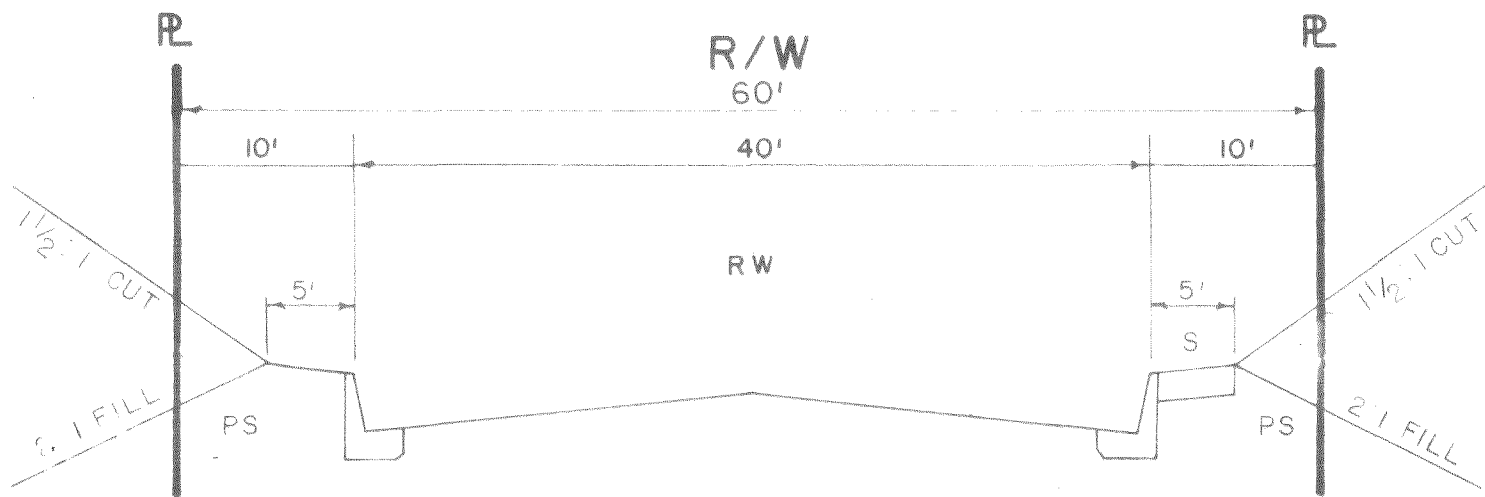


2 LANES UNDIVIDED (A)  
 2 LANES UNDIVIDED (B) MAY BE USED  
 INSTEAD OF THIS STANDARD SUBJECT  
 TO SECTION 9270

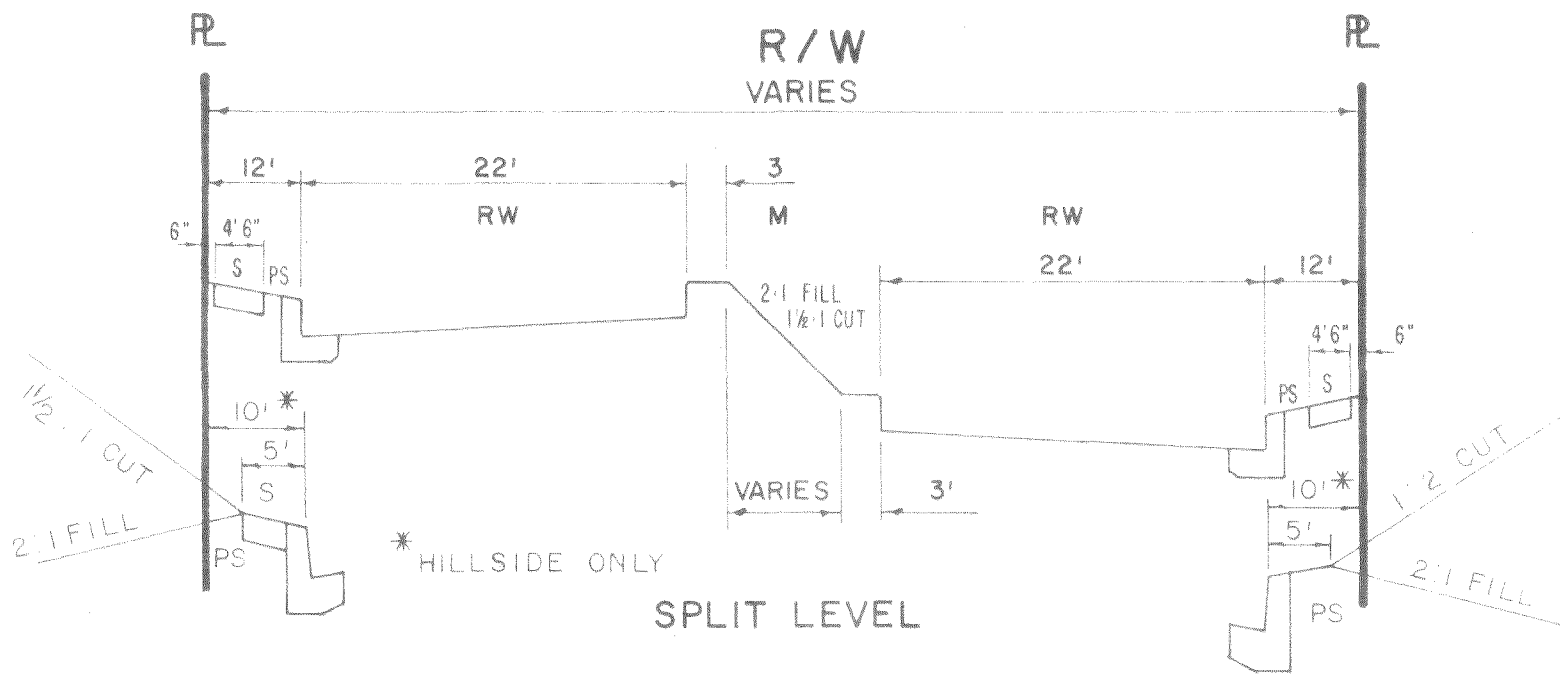
COLLECTOR STREETS



2 LANES UNDIVIDED (B)  
2 LANES UNDIVIDED (A) MAY BE  
USED INSTEAD OF THIS STANDARD  
SUBJECT TO SECTION 9270

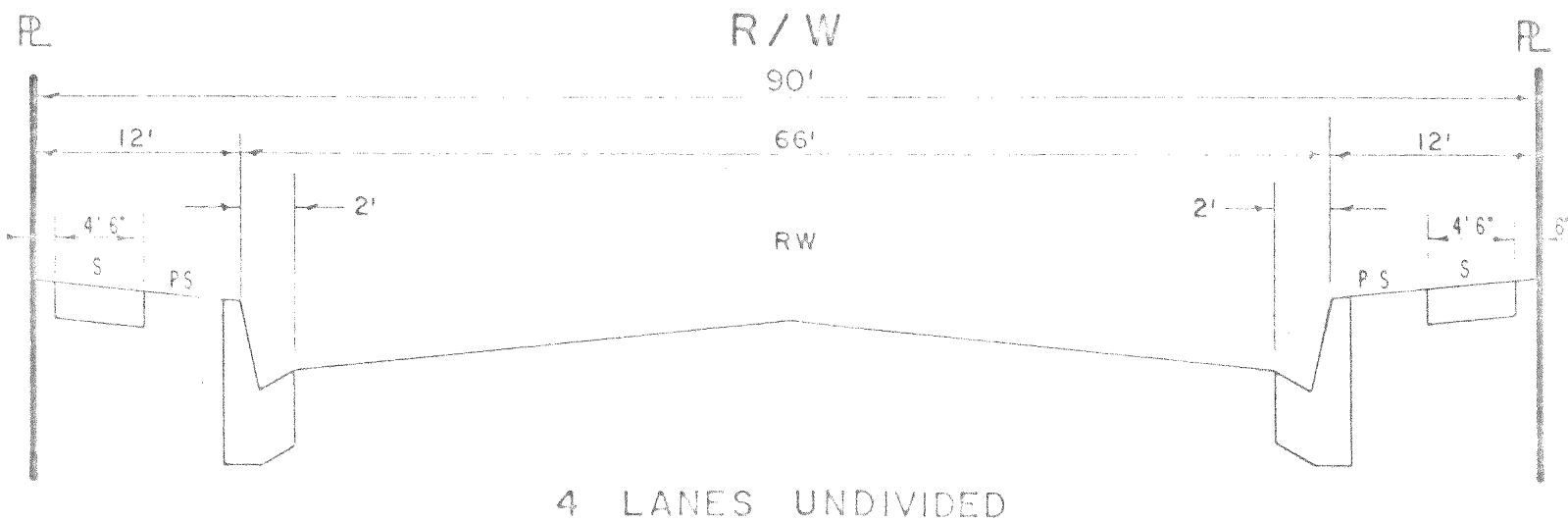
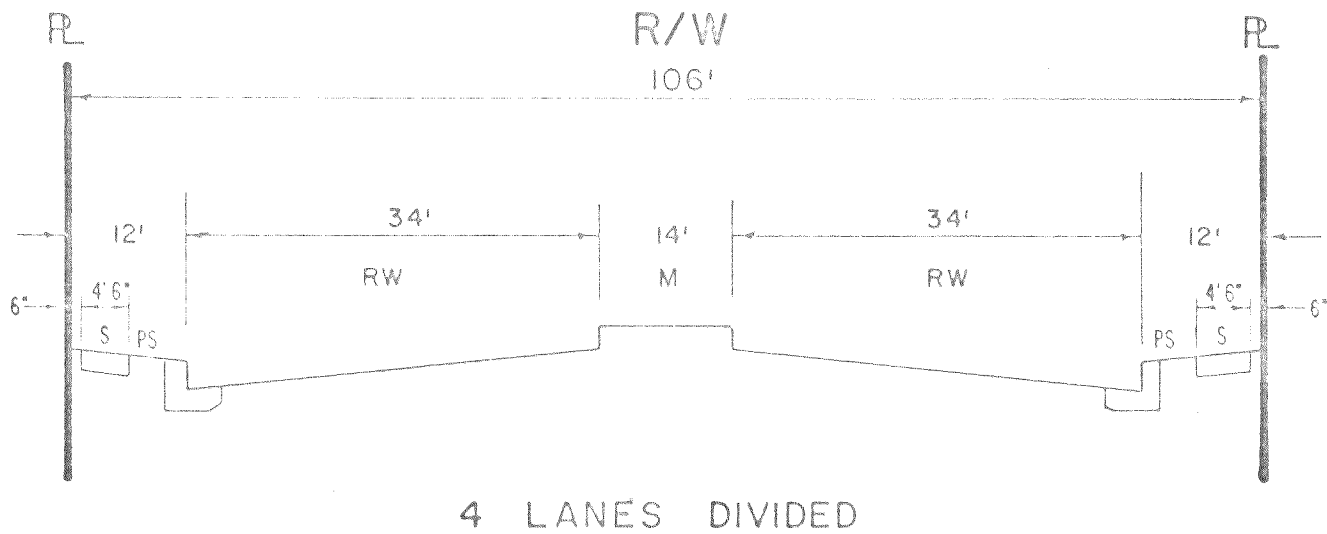
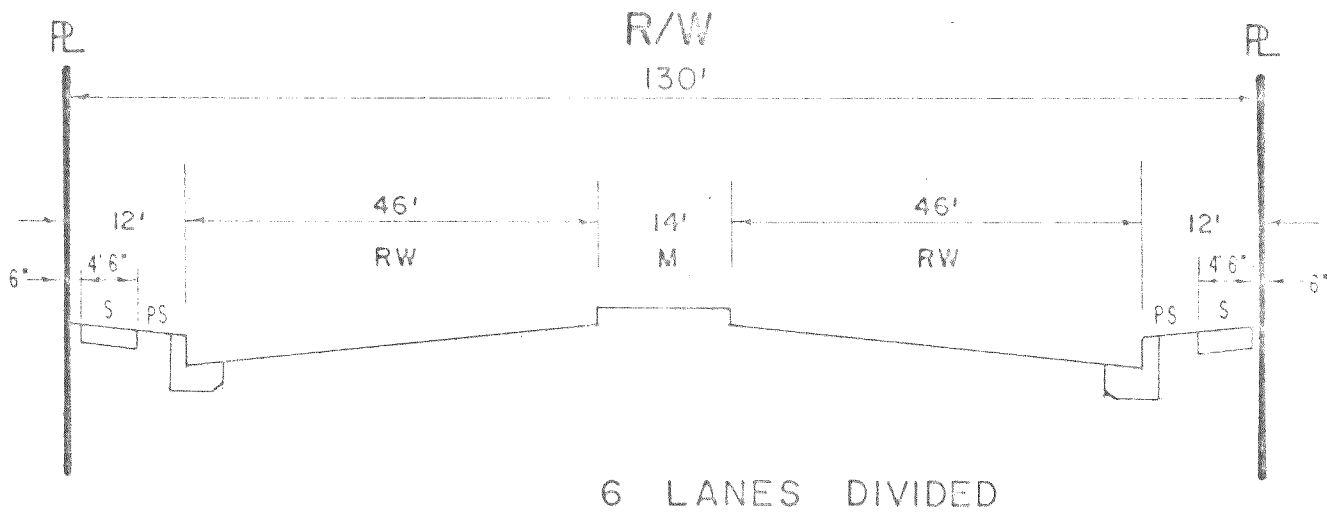


2 LANES UNDIVIDED (HILLSIDE)



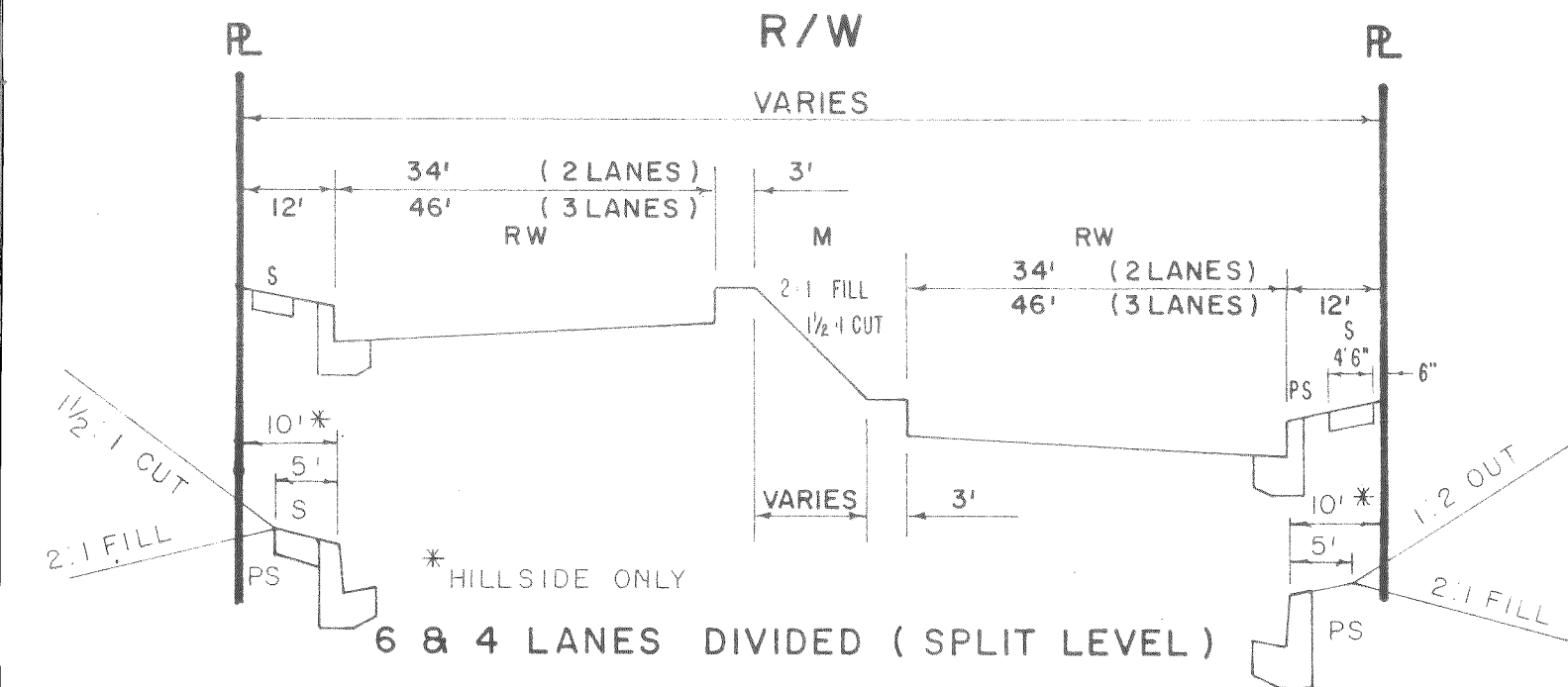
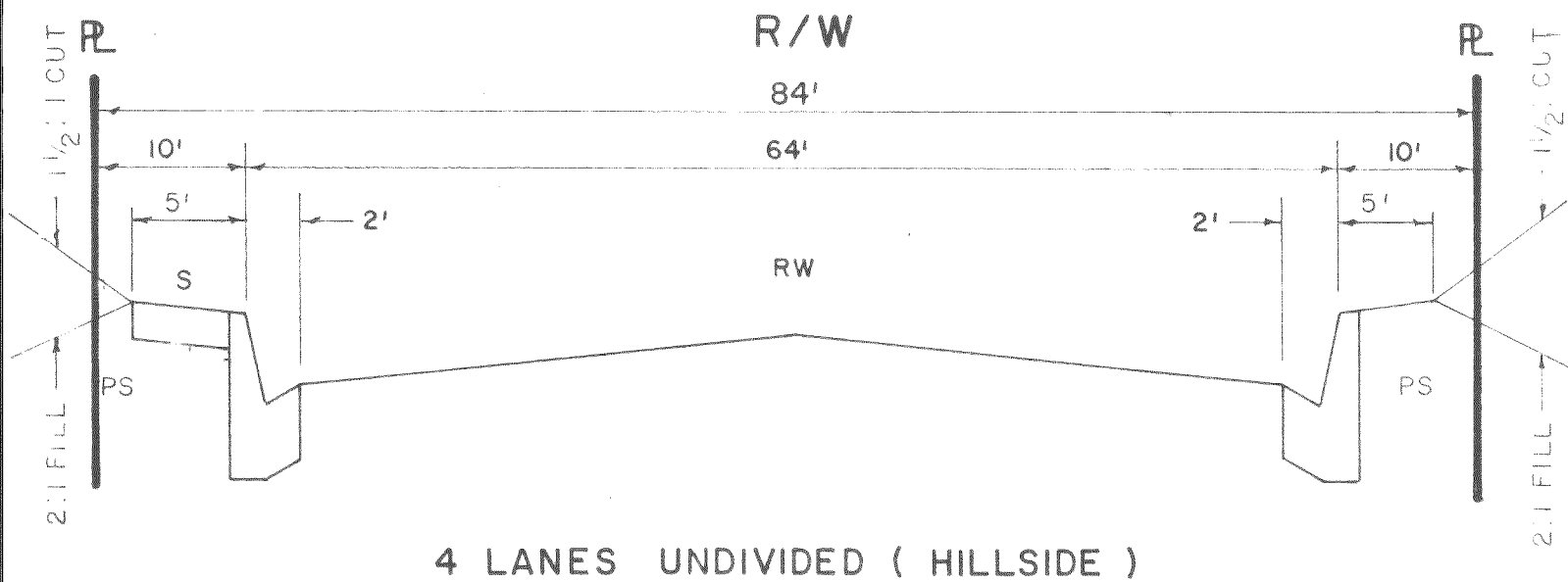


MAJOR STREETS

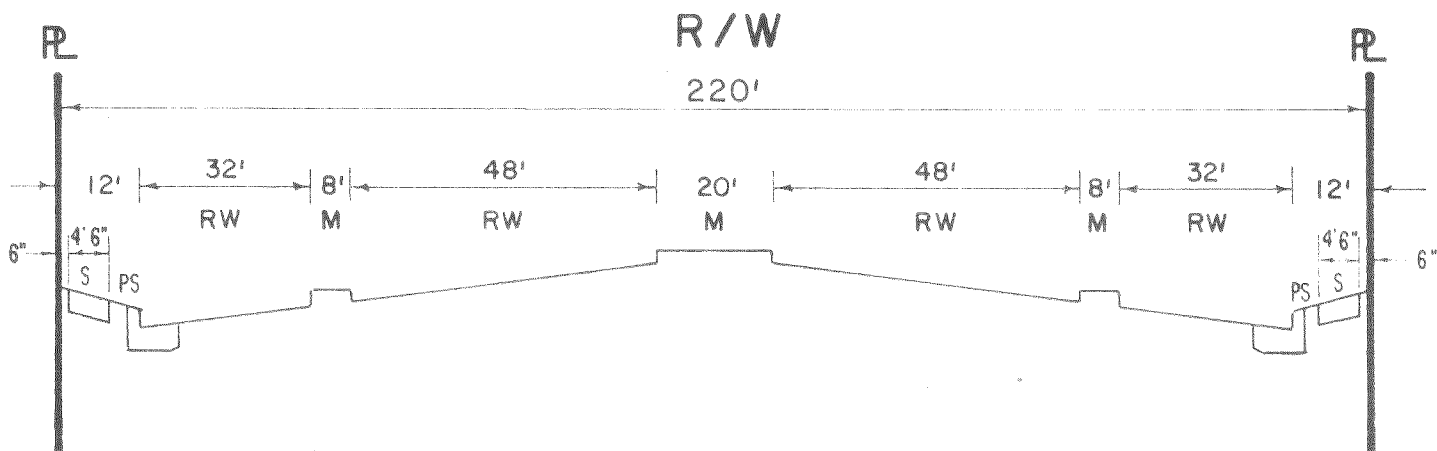


4

MAJOR STREETS

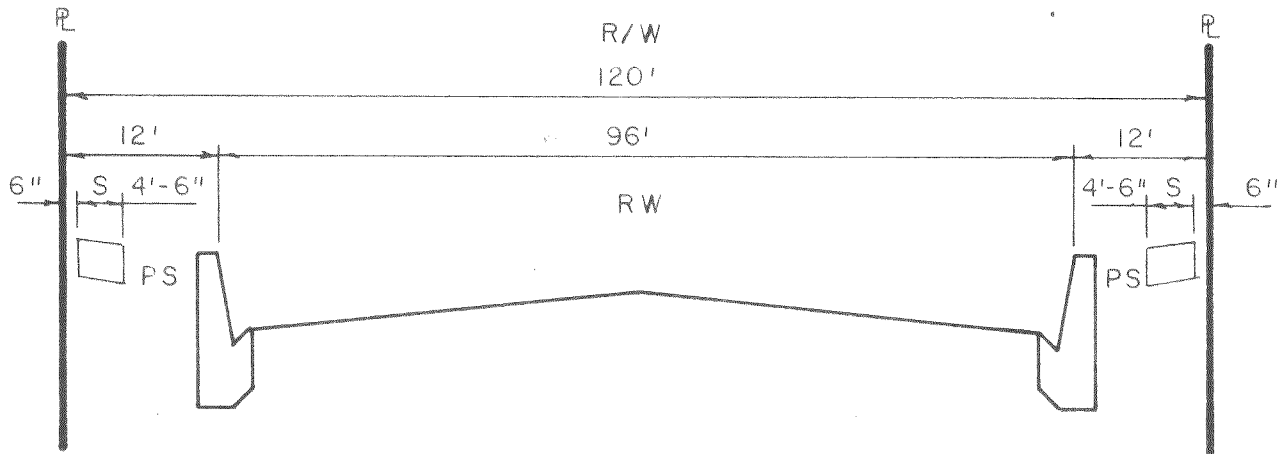


EXPRESSWAY



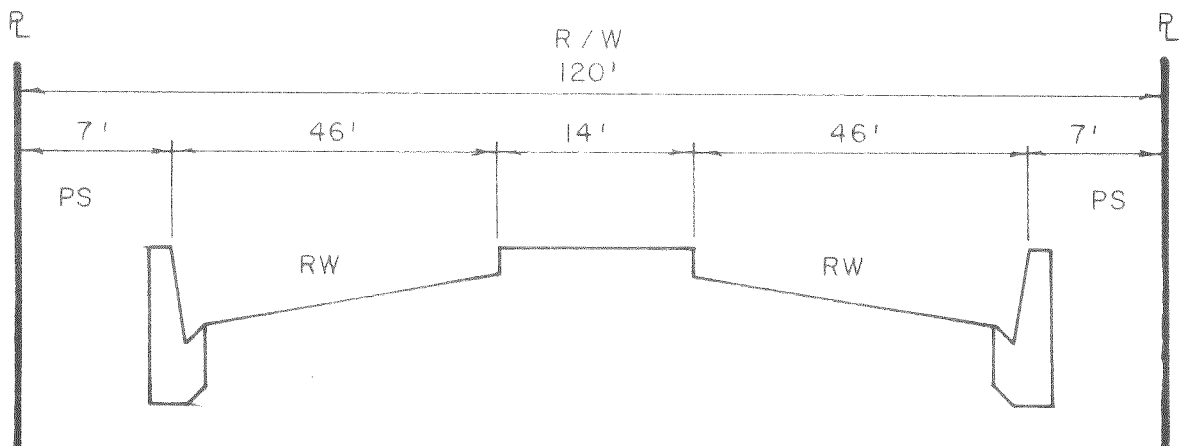
# MAJOR STREET 6 LANE

Ord. 17539

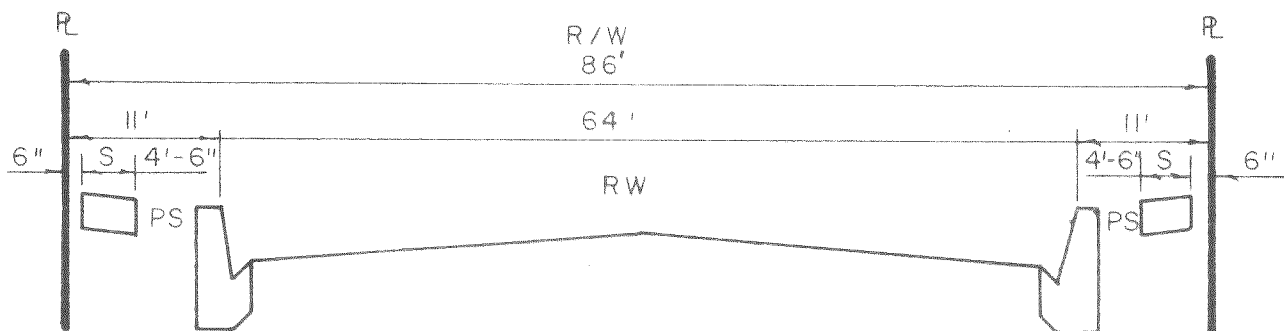


For use on existing 102' Major Streets, and Major Streets to be widened in accordance with established 120' right-of-way lines. Not to be used for new major streets.

# MAJOR STREET 6 LANE DIVIDED - (ADJACENT LOTS BACKING UP)

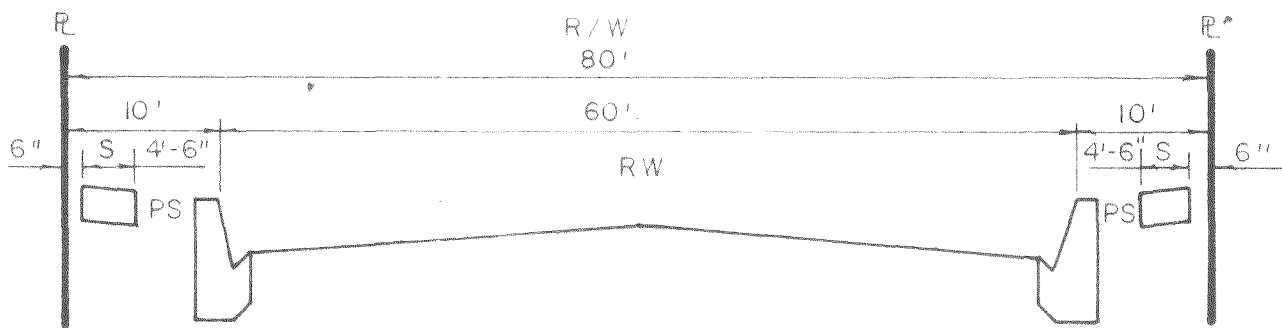


# MAJOR STREET 4 LANE



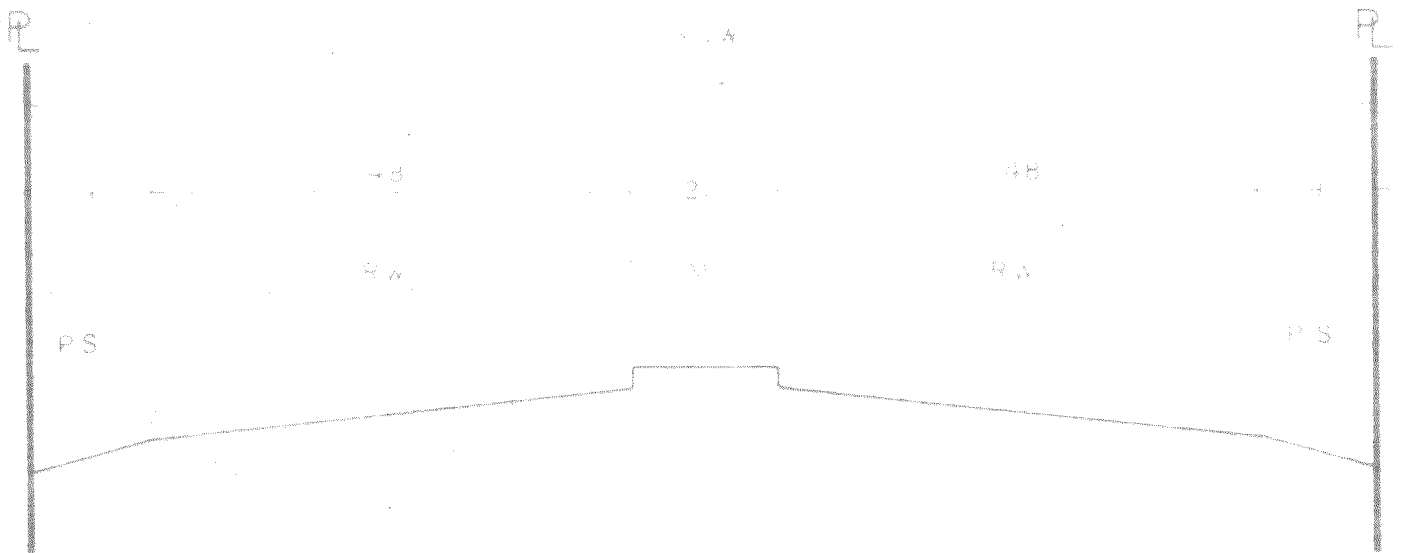
For use on existing 86' Major Streets and Major Streets to be widened in accordance with established 86' right-of-way lines. Not to be used for new major streets.

MAJOR STREET  
4 LANE



For use on existing 80' Major Streets and Major Streets to be widened in accordance with established 80' right-of-way lines. Not to be used for new major streets. Shall be used for streets serving industrial area.

## EXPRESSWAY



## EXPRESSWAY WITHOUT FRONTAGE ROAD

(SIDEWALKS SHALL NOT BE REQUIRED)

RW = Right of Way

PS = Property Line

PL = Property Line

S = sidewalk

RW = roadway

M = Median

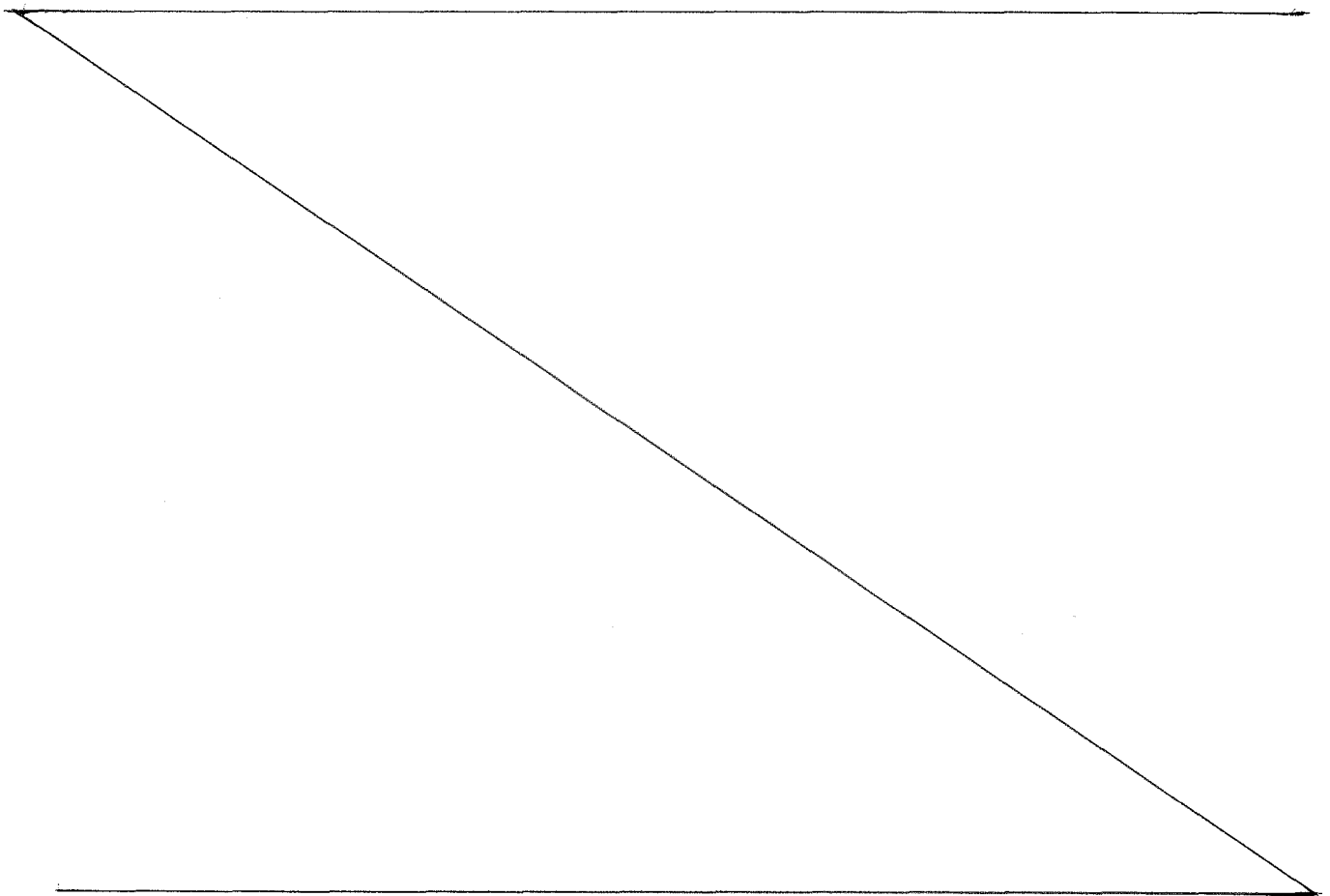
Varies = Means that the width may vary according to the natural slope of the terrain on which the particular street is located provided that in no event shall the cut slopes on said street exceed 1.5 to 1, and provided that in no event shall the fill slopes on said street exceed 2 to 1.

REMARKS.

1. All standard cross-sections shown except hillside cross-section shall be those used in all areas other than hillside and may be used in hillside areas if adjacent development allows. Standards marked hillside shall be used in hillside areas only.
2. One-way streets shall be designed and constructed as directed by the Commission. In no case will the right-of-way be less than 50'.

SECTION 4. Section 9260 of Chapter 2 of Article IX of the San Jose Municipal Code is hereby amended to read as follows:

9260. Street Gradients. The gradients of all streets shall provide adequate surface drainage for the subdivision in which they are located and for areas adjacent thereto. The minimum gradients of streets shall be point four percent (.4%). Changes in gradients of all such streets greater than one percent (1%) shall be attained by the use of a vertical curve. The length of the vertical curve shall be sufficient to allow vehicles using such streets a safe stopping sight distance. In no event shall the gradients of any street create a low point on such street which will cause an area of ponded water greater than point seventy-five feet (.75') deep on said street prior to gravity surface flow into adjacent streets. The maximum gradient of all expressways shall be six percent (6%). The maximum gradient of all streets, except expressways, shall conform to the following maximum street gradient design standards.



# MAXIMUM STREET GRADIENT DESIGN STANDARDS

## CLASSIFICATION

MAJOR STREETS

COLLECTOR

MINOR

DEAD END OR  
CUL-DE-SAC

																										MAX. LENGTH 500'					
EQUIVALENT A.D.T. MAXIMUM		50,000		33,000		24,500		16,000		7,500		4,000		2,000		100		50													
EQUIVALENT A.D.T. MINIMUM		33,000		24,500		16,000		7,500		4,000		2,000		100		50		0													
NUMBER LANES ONE DIRECTION		3		2		2		2		1		1		1		1		1													
DESIGN SPEED				30 MPH						25 MPH						25 MPH										-					
TYPE OF GRADIENT (CHOSEN BY SUBDIVIDER)		SUSTAINED		SHORT		REVERSE		SU		SH		R		SU		SH		R		SU		SH		R		SU		SH		R	
MAXIMUM GRADIENT		LEVEL OF SERVICE DETERMINED BY CITY		D	5%	6%	7%	5	6	7	6	7	8	7	8	9	8	9	10	9	10	11	15	16	17	15	16	17	18	19	20
				C	6%	7%	8%	6	7	8	7	8	9	8	9	10	9	10	11	10	11	12	15	16	17	15	16	17	18	19	20
				B	7%	8%	9%	7	8	9	8	9	10	9	10	11	10	11	12	11	12	13	15	16	17	15	16	17	18	19	20
				A	8%	9%	10%	8	9	10	9	10	11	10	11	12	11	12	13	12	13	14	15	16	17	15	16	17	18	19	20

ONE WAY DOWNHILL GRADES

MAY BE 1% GREATER

**Equivalent A.D.T.** Estimated average number of vehicles travelling daily on the particular street as determined by the Director of Public Works with an adjustment made for the effect of trucks on such streets.

**Design Speed.** The maximum speed of vehicles which the physical features of a particular street are designed to accommodate with safety.

**Sustained Gradient.** (SU) The gradient of a street continued for an indefinite length.

**Short Gradient.** (SH) The gradient of a street continued for a maximum length of five hundred (500) feet.

**Reverse Gradient.** (R) The maximum gradient of a street at the point at which sag (or crest) vertical curve becomes tangent with a crest (or sag) vertical curve.

**Level of Service** - The degree of restriction of vehicular movement, A being the most restrictive, D being the least restrictive.

SECTION 5. Section 9261 of Chapter 2 of Article IX of the San Jose Municipal Code is hereby amended to read as follows:

9261. Corner Radius. The property line corner radius at the intersection of two (2) streets shall be a minimum of twenty-four feet (24'); provided that the Director may require a lesser or greater property line corner radius if the safe, efficient movement of traffic requires such. The property line corner radius at the intersection of a street and an alley shall be a minimum of ten feet (10'); provided that the Director may require a lesser or greater property line corner radius if the safe, efficient movement of traffic requires such.

SECTION 6. Section 9264 of Chapter 2 of Article IX of the San Jose Municipal Code is hereby amended to read as follows:

9264. Cul-de-sac. Cul-de-sac streets shall not be longer than five hundred feet (500'); provided that the Director may permit certain cul-de-sac streets in a proposed subdivision to be of greater length if he finds that because of the proposed design and/or proposed improvements in such subdivision, such cul-de-sac streets of greater length are adequate in such subdivision. Turning circles at the end of cul-de-sac streets shall have a right-of-way radius of not less than forty-two feet (42') and a roadway radius of not less than thirty feet (30'); provided that cul-de-sac streets four hundred fifteen feet (415') or less in length may, with approval of the City Fire Chief, have a right-of-way radius of not less than thirty-eight feet (38'); provided that the right-of-way radius for cul-de-sac streets located in hillside areas shall not be less than thirty-five feet (35'). All cul-de-sacs shall be designed so that the storm waters deposited on the said cul-de-sac shall flow to the entrance street; provided that the Director may waive this requirement because of the proposed design or topography of the proposed subdivision upon recommendation by the City Engineer that such requirement should be waived.

SECTION 7. Section 9277 of Chapter 2 of Article IX of the San Jose Municipal Code is hereby amended to read as follows:

9277. Lot Frontage. Each lot shall have frontage of not less than fifty-five feet (55') on a street, except:



(a) Lots containing an area of 7,999 square feet or less having frontage on the turning circle at the end of cul-de-sac streets four hundred fifteen feet (415') in length or less, with a right-of-way radius of not less than thirty-eight feet (38') approved by the Fire Chief which may have a minimum frontage of twenty-seven feet (27') or the return of an elbow created by the employment of the right-of-way widths for Minor Streets (B) or Collector Streets Two (2) Lanes Undivided (B) contained in Section 9259.

(b) Lots containing an area of 7,999 square feet or less having frontage on the turning circle at the end of cul-de-sac streets or the return of an elbow which may have a minimum frontage of thirty feet (30').

(c) Lots containing an area of 8,000 square feet or more, having frontage on the turning circle at the end of cul-de-sac streets or the return of an elbow which may have a minimum lot frontage of thirty-five feet (35').

(d) Lots fronting on the convex side of curved streets center line radius of five hundred feet (500') or less which may have a minimum frontage of forty feet (40').

(e) Lots which may have frontage on an approved street by means of a corridor not less than twenty feet (20') wide and not more than three hundred feet (300') long, if the Director shall, in the exercise of reasonable judgment, determine such frontage is advisable in view of the size, shape, use or physical or other conditions of the property proposed to be subdivided. Each such lot, exclusive of said corridor, shall be required to meet the minimum square footage required by the applicable zoning district. Not more than two (2) such lots shall be so provided access by any one corridor. When such corridor provides such access to one lot, such corridor shall be contained within the bounds of, and be a part of, such lot. When such corridor provides such access to more than one (1) lot, one-half (1/2) of such corridor shall be a part of and contained within the bounds of one (1)

of the lots, and one-half (1/2) of such corridor shall be a part of and contained within the bounds of the other lot.

PASSED FOR PUBLICATION OF TITLE this 23rd day of December, 19 74.

AYES: Hayes, Naylor, Self and Wilson

NOES: Colla, Garza, and Mineta

ABSENT: None

Janet Gray Hayes Mayor  
Norman Y. Mineta VICE

ATTEST: Francis L. Greiner

Francis L. Greiner  
City Clerk